



16711

JUN 19 1996

From: Commander, Eighth Coast Guard District

To: Distribution

Subj: IMPLEMENTATION POLICY RELATING TO THE INSPECTION OF
SEAGOING BARGES

Ref: (a) CCGDEIGHT(m) letter 16711 dated 26 October 1995

1. Implementation of reference (a) identified the need for additional guidance. For vessels removed from inspection, this letter provides policy regarding reimbursement of user fees and examination pursuant to recertification.

2. Owners of vessels who request reimbursement of all or part of a paid user fee should be advised that partial reimbursements will not be made. Vessels that were in service for any portion of their user fee period, do not qualify for a reimbursement. Questions regarding user fees may be directed to the Coast Guard at 1-800-941-3337.

3. For vessels removed from inspection that later require recertification for the carriage of hazardous or dangerous cargoes, the following policy is provided:

a. Every effort to conduct the required inspection for certification as soon as possible shall be made.

b. Regarding user fees, the vessel shall be treated as an initial certification. Its user fee anniversary date will generally be the user fee date used when the vessel last held a COI. To reestablish the user fee anniversary, you must contact Commandant (G-MPR-2) at (202)267-0785. In each case, however, the user fee will not be due until after the Certificate of Inspection is issued and the MSIS case is validated. To minimize the administrative burden associated with user fees, vessel that will not maintain an active COI should be deactivated in MSIS.

c. For those vessels that have continuously maintained a loadline assignment since removal of their Certificate of Inspection, the OCMI may grant credit for drydock exams conducted to maintain the loadline, subject to the following:

1. The drydock exam was conducted by an ABS surveyor or another loadline assigning authority approved by Commandant.

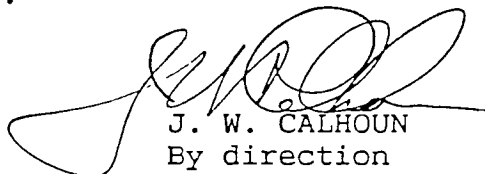
2. During the drydock exam, inspection of all interior spaces including any sea chests and sea valves was conducted.

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c. 3. The drydock occurred within the time limits specified for that vessel type in Title 46 CFR. This policy does not mandate the automatic acceptance of drydock examinations witnessed by a class surveyor. Rather, it provides an additional tool for the OCMI to use following review of the vessel file and the loadline drydock examination report. During the inspection to reissue the Certificate of Inspection, the equivalent of a cargo tank internal exam should be conducted. If the results of this exam preclude issuance of credit for past drydock exams, other options include certification with a CG-835 to conduct a Coast Guard credit drydock within a specified time frame or drydock prior to recertification.

4. For those vessels that are required to maintain an IOPP certificate, the local OCMI will continue to conduct any required IOPP examinations. Please note that if a vessel does not need a COI, no user fee is assessed.

5. Please give this policy, including reference (a), widest distribution among the affected industry. Questions regarding this matter may be directed to LT McAvoy at (504)589-6271, or CDR Tetreau at (504)589-3624.


J. W. CALHOUN
By direction

Dist: All Eighth District MSOs, MSU, and MSDs

UNITED STATES COAST GUARD
EIGHTH DISTRICT TELECOMMUNICATIONS CENTER
NEW ORLEANS, LA

*** Action Office is responsible for all Action, ***
*** Re-addressing and Re-routing required by this **
*** message. (COMDTINST M2000.3, Art 10.A.4) ***

COMMAND : CCGDEIGHT NEW ORLEANS LA
ACTION : M
INFO : O, CC, DCS, DPA, OLE, DL, E, OSM, A, DH, DCH, DCIS, DCEA,
DFP, AT
AIG/CAD : AIG FOUR NINE FIVE SIX
SSIC : N01600

P 181852Z APR 96 ZUI ASN-D08109000703
FM COMDT COGARD WASHINGTON DC//G-MCO//
TO AIG FOUR NINE FIVE SIX
BT

UNCLAS //N016711//

SUBJ: EXEMPTION OF CERTAIN SEAGOING BARGES FROM CG INSPECTION

A. CG AUTHORIZATION ACT OF 1993 (PUB L 103-206)

1. SECTION 311 OF REFERENCE A EXEMPTS CERTAIN PREVIOUSLY
INSPECTED SEAGOING BARGES FROM INSPECTION. THIS WAS ACCOMPLISHED
BY ADDING A NEW SECTION TO TITLE 46, US CODE, SECTION 3302 -
EXEMPTIONS, AS FOLLOWS:

(M) A SEAGOING BARGE IS NOT SUBJECT TO INSPECTION
UNDER SECTION 3301(6) OF THIS TITLE IF THE VESSEL
IS UNMANNED AND DOES NOT CARRY --

- (1) HAZARDOUS MATERIAL AS CARGO; OR
- (2) A FLAMMABLE OR COMBUSTIBLE LIQUID,
INCLUDING OIL, IN BULK.

2. THIS PROVISION ALLOWS OWNERS/OPERATORS WHO MEET THESE
CONDITIONS TO OPERATE WITHOUT A CERTIFICATE OF INSPECTION.
CLEARLY, UNMANNED SEAGOING BARGES CARRYING HAZARDOUS MATERIAL AS
CARGO MUST BE INSPECTED. UNMANNED SEAGOING BARGES CARRYING OIL
IN BULK, NOT AS CARGO, ALSO MUST BE INSPECTED. FOR THE PURPOSE
OF THIS EXEMPTION, THE TERM "IN BULK" IS ESTABLISHED AS A MATTER
OF POLICY TO MEAN AT LEAST 250 BARRELS. ACCORDINGLY, THE
EXEMPTION FROM INSPECTION FOR UNMANNED SEAGOING BARGES DOES NOT
APPLY TO THOSE BARGES WHICH CARRY HAZARDOUS MATERIAL AS CARGO; OR
WHICH CARRY 250 OR MORE BARRELS OF FLAMMABLE OR COMBUSTIBLE
LIQUID, INCLUDING OIL, AS OTHER THAN CARGO.

3. THE ABOVE POLICY WILL BE INCORPORATED IN A FUTURE CHANGE TO
VOL II OF THE MSM. IF YOU HAVE QUESTIONS/COMMENTS CONCERNING
THIS POLICY, PLEASE CONTACT G-MCO-2. POC: E-MAIL HAL COHCON/G-M,
PHONE 202 267-1464.

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of Transportation

United States
Coast Guard



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16711

OCT 26 1995

From: Commander, Eighth Coast Guard District
To: Distribution

Subj: IMPLEMENTATION POLICY RELATING TO THE INSPECTION OF
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Ref: (a) Title 46 U. S. Code, Section 3302(m)

1. The following policy provides a definition of "bulk" as used in paragraph (2) of reference (a). It is intended to standardize D8 enforcement of reference (a) and bring about inspection work load reductions anticipated by that law.

2. Effective immediately, "bulk" as used in paragraph (2) of reference (a) will mean quantities greater than 250 barrels (10,500 gallons). Therefore, D8 units shall not inspect unmanned seagoing barges that carry less than 250 barrels of non-cargo flammable/combustible liquids, including oils. This includes all oils such as fuel and lubricating oils for on board equipment. Additionally, owners of barges that qualify for the inspection exemption in reference (a) shall not be given an inspection unless they can show that the vessel has carried a non-exempted cargo within the past two years, or that they currently have a contract to carry these cargoes.

3. HISTORY: Reference (a) was created by the 1993 Coast Guard Authorization act to grant inspection exemptions to seagoing unmanned barges that do not carry a hazardous material as cargo; or a flammable or combustible liquid, including oil, in bulk. It was anticipated that this amendment would decrease the Coast Guard's inspection work load by exempting many low risk unmanned barges. This work load reduction has not been realized for several reasons. First, a barge carrying any quantity of flammable or combustible liquid, including oil, as cargo is disqualified for carrying a hazardous material (46 USC 2101(14)). Secondly, various Coast Guard interpretations of "bulk", as it relates to the carriage of non-cargo oils including lubricating and fuel oil for on board equipment, have varied the exemption thresholds from one quart to 110 gallons. Finally, the absence of policy to deal with barge owners who desire to retain all cargo options by maintaining a current Certificate of Inspection have prevented us from applying the exemption to qualified barges.

4. Questions regarding this matter may be directed to CDR Tetreau or LT McAvoy at (504) 589-6271.

A handwritten signature in black ink, appearing to read "J. W. Calhoun".
J. W. CALHOUN
By direction

Dist: All Eights District MSOs, MSU and MSDs